# utahtransportation2030

Executive Summary

January 2004

Utah Department of Transportation

The Utah Transportation Commission, in cooperation with the Utah Department of Transportation (UDOT), is pleased to release the 2030 Long Range Transportation Plan. Transportation 2030 looks at current and projected transportation conditions and suggests solutions for maintaining, improving, and increasing transportation options statewide. We welcome your comments.

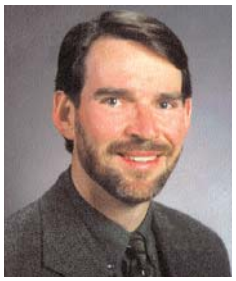
UDOT and the Utah Transportation Commission are taking a new approach to statewide transportation planning with Transportation 2030. This document provides information on all transportation modes, including aviation, freight movement, transit, walkways, bicycle paths, and roadways. Using this forward-thinking approach, Transportation 2030 also covers Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS).

In addition, UDOT is incorporating technical data and public involvement comments into a database that will house all project files. This will allow us to follow identified projects throughout the study, preconstruction, construction, and maintenance phases.

Transportation 2030 is available on CD-ROM and contains links to supporting resources. The entire document is also available on the UDOT web site (www.udot.utah.gov) and will be updated by the Long Range Planning Team on a regular basis. This makes Transportation 2030 readily available to the public and provides a document that is not only comprehensive, but concise and user-friendly.

Glen Brown

Transportation Commissioner



Utah faces the significant challenge of meeting transportation demands with the limited resources currently available to us. UDOT is addressing this challenge by following four strategic goals:

- Take care of what we have
- Make the system work better
- Improve safety
- Increase capacity

With these goals in mind, UDOT has updated its Long Range Transportation Plan. Known as Transportation 2030, this plan identifies what our customers want and expect and how UDOT establishes priorities, selects projects, and aligns revenues to costs. This effort ensures the efficient utilization of resources to meet our customers' expectations.

More than 4,000 people across the state provided input to Transportation 2030. Public input was combined with extensive data analysis to create a plan that reflects our customers' values and needs. Based on these values, needs, and technical information, critical decisions have been made regarding Utah's transportation system.

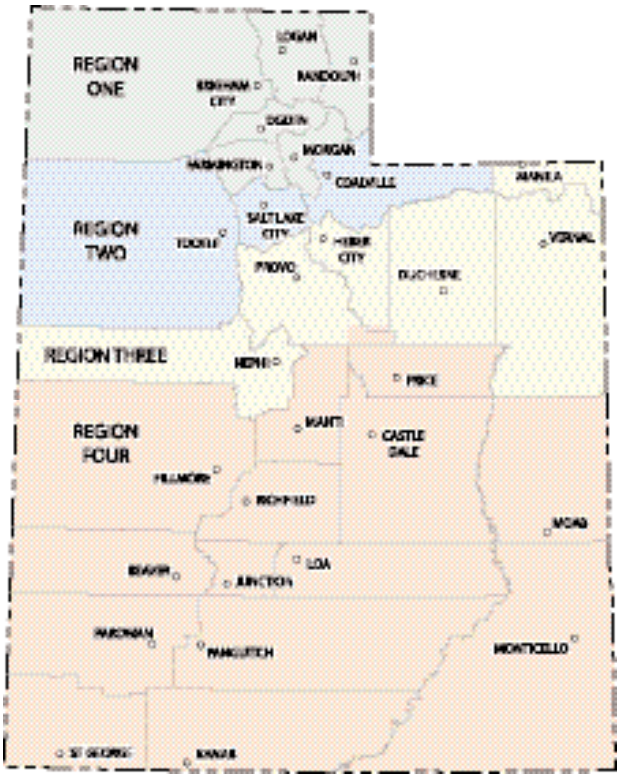
Transportation 2030 is not a static document. Although this is a 30-year look into the future, UDOT will update this plan in two years, incorporating new public input and data analysis in a continuous effort to provide world-class transportation facilities in Utah.

John R. Njord, P.E.

UDOT Executive Director

## UDOT Organization and Goals

UDOT operates in four regions in order to provide technical and maintenance staff throughout the state. Each Region works with its community partners to find context-sensitive solutions that support and implement UDOT's strategic goals.




*UDOT's four regions*

### Take Care of What We Have

By taking care of what we have, UDOT is more efficient in allocating resources to the roadway system over time. Keeping the roadway system in good condition maximizes the life of the roadway asset; the costs to maintain an asset are lower than neglecting them until needing major reconstruction.

Routine maintenance includes replacing signs, painting lane stripes, pavement overlays, mowing and minor bridge repairs. Major reconstruction of roadways activities include replacing the pavement, constructing new sidewalks, curb and gutter, and updating utilities.

### Make it Work Better

Making it work better means that UDOT looks at ways to make system improvements that can improve capacity, increase longevity or improve safety through a variety of relatively low-cost techniques. Two techniques include coordinating traffic signals along a corridor and partnering with other transportation agencies to meet the transportation demand. UDOT's transportation solutions to make it work better include access management, technological enhancements, walkway and bicycle improvements, and cooperation with transit.

### Improve Safety

This goal is established to reduce the number of accidents on Utah's roadways. Through intensive analysis of accident data across the state, UDOT identifies project priorities that address this goal. Safety improvements include adding guardrails, advance warning signs, intersection modifications, widening shoulders along roadways, or straightening a curve to improve sight distance.

### Increase Capacity

UDOT's final approach to funding transportation solutions is to increase capacity. UDOT is well aware of congested areas and is committed to find solutions that enable the free flow of people and products throughout the state. UDOT is committed to exploring Travel Demand Management (TDM), Intelligent Transportation Systems (ITS), access management, and other capacity improving techniques along with adding new lanes.

## Long Range Plan and Programming Projects

The Long Range Plan identifies needs on the state's 6,000-mile system over the next 30 years, makes financial projections and shows which needs can be addressed within those projections. UDOT also has a 5-year document that funds specific projects, referred to as the Statewide Transportation Improvement Program (STIP). As part of the planning process, all projects must move from the Long Range Plan to the STIP. If a project is not in the Long Range Plan, but is requested to be in the STIP, a Long Range Plan amendment must be completed.

## TAKE CARE OF WHAT WE HAVE

### MAKE IT WORK BETTER

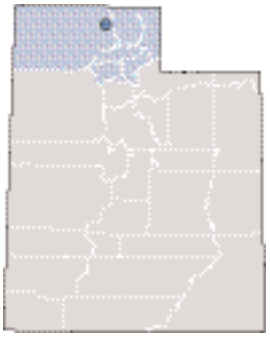
### IMPROVE SAFETY

### INCREASE CAPACITY

Freight movement in and through northern Utah is a significant issue because of the region's robust highway and rail system, warehousing facilities, and growing population. The public in UDOT Region 1, including the trucking industry, has expressed concern about Utah's roadway system, particularly with how we can take care of the transportation system we currently have.

*Ahmad Jaber, P.E.*
*UDOT Region 1 Director*

Region 1 is committed to efficiently allocating resources to maximize maintenance and repair of our infrastructure. In selecting projects for Transportation 2030, our team of engineers and planners took public comments and roadway data into consideration. This resulted in a plan that strongly focuses on maintenance and preservation actions that address the needs of our customers.



**Example Project — Interstate 84 Rehabilitation**

Region 1 will be taking care of the existing I-84 corridor by rehabilitating the pavement surface between Blue Creek Summit, east of Howell, and Tremonton, a distance of 11 miles. In this corridor, trucks make up 30 percent of the traffic, a significant portion. The pavement surface has deteriorated beyond an acceptable level, but the base of the roadway is adequate if protected. Rehabilitating the surface of the roadway will prolong the life of this section 10 to 15 years. Construction is planned to begin before 2010 at an estimated cost of $18 million.

*Interstate 84*

TAKE CARE OF WHAT WE HAVE

## MAKE IT WORK BETTER

IMPROVE SAFETY

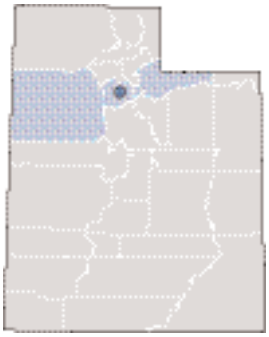
INCREASE CAPACITY

*Randy Park, P.E.*
*UDOT Region 2 Director*

Region 2 includes Salt Lake, Tooele, and Summit Counties representing UDOT's most urbanized region. As congestion levels continue to increase in urban areas, Region 2 is focused on making our roads work better. Gone are the days of thinking we could build enough road capacity to meet our travel needs. We now need to include a focus on technology, access management, and other strategies to improve the functionality of existing facilities, and on working with our transit and community partners in improving or increasing travel options.

New technology, like electronic roadway signs, can improve traveler information and suggest alternate routes around congested areas. Entire corridors are being wired to coordinate signals and increase efficiency. Access management is another way of making our roadways safer and capable of moving more cars. By consolidating driveways, installing medians, and allowing right in/right out driveway entrances, access management reduces potential collisions and increases the capacity of the roads.

Region 2 has been fortunate to partner with Utah Transit Authority and local jurisdictions to define the best transportation solutions within specific corridors. Solutions may include bus, light rail, bicycle and pedestrian links, and Park-and-Ride lots. In combination with roadway solutions, these tools help us meet our customers' demand for a safe, efficient transportation system.



### Example Project — Interstate 80 Innovations

Region 2 is planning to make I-80 work better between 1300 East and Parley's Canyon. The annual daily traffic on I-80 is 70,000 vehicles, and it is expected to reach more than 100,000 vehicles a day by 2030. UDOT is planning to begin an Environmental Impact Statement in 2006 to determine the best solution for dealing with this travel demand while replacing aging infrastructure. Initial estimates for the full project with improvements comparable to I-15 Reconstruction are nearly $1 billion. A project of this scope is not feasible within the financial projections of Transportation 2030. Until this funding can be secured, Region 2 plans to add a number of ITS improvements to optimize capacity, possibly including reversible lanes or High Occupancy Vehicle (HOV) lanes, at an estimated cost of $20.5 million.

*Interstate 80*

TAKE CARE OF WHAT WE HAVE

MAKE IT WORK BETTER

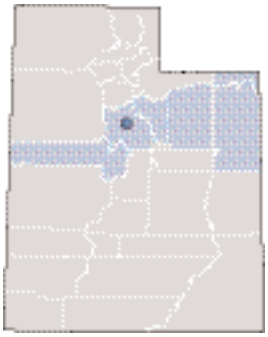
IMPROVE SAFETY

## INCREASE CAPACITY

Region 3 encompasses the middle part of the state including Utah Valley and the Uintah Basin, and must address both urban and rural transportation needs. The ongoing growth in Utah County is increasing congestion on state and local roadways. UDOT is committed to implementing projects to increase capacity.

*Tracy Conti, P.E.*
*UDOT Region 3 Director*

Increasing urban traffic and congestion along I-15 in Utah County is a primary concern. Major corridor reconstruction will be necessary to provide a safer facility and the economic benefits that efficient mobility yields. Some interim solutions are already underway to address congestion on I-15. Projects along the I-15 corridor are listed in Transportation 2030 to more fully handle current and projected traffic. As economic conditions improve so that resources for a project of this magnitude become available, construction will proceed.



### Example Project – I-15 Utah County Reconstruction

Region 3 will be working to increase capacity by focusing resources on I-15 through Utah County. In addition to completing the projects listed in the Mountainland Association of Governments long-range plan, Region 3 is planning to complete projects totaling a projected $36 million on the I-15 corridor to improve safety and mitigate congestion.

*I-15, Utah County*

TAKE CARE OF WHAT WE HAVE

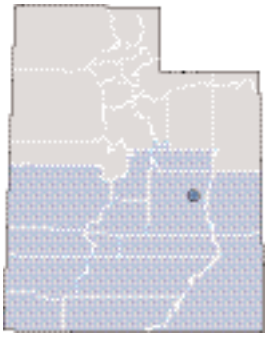
MAKE IT WORK BETTER

**IMPROVE SAFETY**

INCREASE CAPACITY

*Dal Hawks, P.E.*
*UDOT Region 4 Director*

Region 4 is responsible for delivering a quality transportation system and addressing safety issues in the southern half of the state. With the exception of the Dixie urbanized area around St. George and several isolated small urban areas, Region 4, which covers roughly half of the area of the state, is rural. Even so, many of the routes in the region are well traveled, particularly for recreation and interstate freight movement. Region 4 accommodates a large portion of Utah's robust tourist industry, extractive industries, and regional mobility needs. Interstate highways are posted at 75 mph and most of the rest of the state highways are posted at 60 or 65 mph. The high percentage of trucks, combined with recreational vehicles and bicycle tourists, on roads constructed decades ago pose safety concerns. Region 4 is focused on meeting customer's expectations for improving safety.



## Example Project — US-6 Passing Lanes

Region 4 plans to improve safety by adding passing lanes on a 30-mile stretch of US-6 starting 4 miles north of the I-70 junction. This portion of US-6 carries a large percentage of trucks and recreational vehicles. On weekends, US-6 carries heavy traffic with few opportunities to safely pass. By constructing passing lanes in strategic areas, travelers will experience less congestion and delay. Three projects in this section should cost approximately $29.6 million.

*US-6*

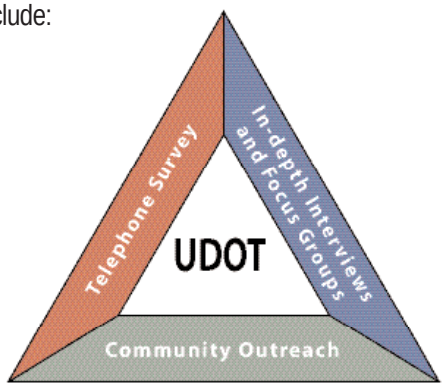
## Public Involvement

For Transportation 2030, a three-pronged approach to public input was used:

- Statewide Telephone Survey
- Interviews and Focus Groups
- Community Outreach

The telephone survey was designed and conducted by Utah State University (USU). A sample of 2,600 Utahns were used to define what our customers expect and want. The survey results include:

- 74% of respondents rated overall highway conditions as good to excellent
- 68% think UDOT places the right amount of emphasis on highways and other types of transportation
- 20% had previously participated in UDOT decision-making processes




The primary transportation concerns identified, listed in order of importance were:

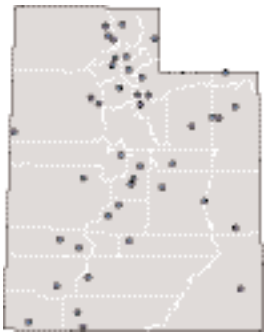
- Roadway construction and maintenance
- Increasing public transit options
- Improving safety
- Reducing congestion

Interviews and focus groups were conducted by USU with more than 95 people in 30 meetings. Participants included UDOT Transportation Commissioners, senior leadership and maintenance staff, federal and state agencies, environmental groups, disability groups, elderly citizens, trucking industry representatives, and bicycle and pedestrian groups.

The results of the interviews and focus groups provide in-depth information about integrated transportation planning, UDOT's role in regional and statewide planning, and implementing public involvement.

Community outreach activities were conducted by UDOT staff in 43 communities at 74 meetings. More than 1,200 attendees provided more than 1,400 comments. The needs most frequently identified, listed in order of importance were:

- Improving safety
- Roadway construction and maintenance
- Addressing congestion
- Signs and signals
- Pedestrian and bicycle facilities
- Special needs/rural transit
- Public transportation



Community Outreach

- 43 communities
- 74 meetings
- 1,200 participants
- 1,400 comments

## Financial Plan

Transportation 2030 forecasts available revenue at more than $3.6 billion to put toward major reconstruction and rehabilitation projects, safety improvements, and capacity enhancements for the next 30 years. Transportation needs are estimated at more than $13 billion.

Transportation 2030's financial revenues and expenditures were developed using historical data, predicted changes, and assumptions that account for inflation. The revenues and expenditures are shown in detail in the Transportation 2030 Appendix (Revenues and Expenditures).